THE BRICKLAYING LEGISLATOR.—Naudaud, a steady hard-working fellow from Creuse, whence all Paris is supplied with masons, came trudging to the capital with hod and trowel as his only capital, some short time previous to the revolution. Madame Naudaud accompanied him with her frying pan, wherewith to supply with fried potatoes all the *bons camarades* of Naudaud, at the same time honestly earning more in a single day, as it turned out, than poor hard working Naudaud could do in a week. The grand revolution came, and made all the masons gentlemen at once, so far as work was concerned. But their stomachs were light as well as their pockets, and though they could fill the latter with their idle hands, they could not do that with the former. In this dilemma Naudaud made a speech. "Madame Naudaud," said he, "has saved 6,000 francs. Had you not been honest *bons camarades* we would have been poor like you: come, let us live together and divide the proceeds till better times." Notwithstanding Naudaud's latter fling at the grand revolution, his proposal was deemed not only a fair one, but worthy of all acceptation. Naudaud's wife, however, was not only a prudent woman but an ambitious one. She, therefore, under the rose, appended what she conceived to be a reasonable condition to her husband's truly generous offering, namely, that in return they should elect him a member of the Legislative Assembly! Naudaud *was* so elected, and he almost merited the distinction, all the more indeed that he knew his own unfitness to fulfil its duties. To oblige his *camarades*, however, and to please his wife, he laid down his hod, with reluctance, and not till the very day of meeting, when he presented himself in his ordinary blouse and casquette. The huissier on duty refused to admit him. Do as you please, *mon ami*, said Naudaud. I'll go to work again. "What a good excuse I'll have! They won't admit me!" Naudaud's soliloquy, however, was rather premature, for the huissier on second thoughts called him back, and ushered him forthwith into the midst of his new *camarades* of the Assembly, one of whom, inquisitive as to his speechifying powers, he sensibly assured that he did not mean to open his mouth at all, contenting himself with voting amongst those who upheld the constitution. Such is the substance of a little gossip by the Paris *Correspondent of the Atlas*.

HUDDERSFIELD AND PENISTONE RAILWAY OPENING.—Mr. Miller, of Miller, Blackie, and Co., the contractors, ran an engine throughout this line on 25th ult. The length of the whole is only 13 miles, but in the course of it there are no less than four great viaducts; six tunnels, one nearly a mile in length and another half a mile; twenty excavations, many of them very deep and long, and as many embankments, many of equally laborious formation; with 30 bridges, some of great expense, others varying from 200 to 2,000 cubic yards of masonry in each. One of the viaducts, the Paddock, first from the junction with the Manchester line, at Huddersfield, by a deep cutting in the Spring Wood tunnel, is not yet erected, owing to an arbitration for half an acre of ground, near some silk mills. For this the claim of 10,000*l.* has been allowed. Another of the viaducts, that in the Lockwood valley, 478 yards long, and 146 feet high in the centre, with 32 arches of 30 feet span, and two skew arches, one 70 feet span, at an angle of 330,—is wholly built of rubble, excavated near the spot, and is thought to be a fine specimen of workmanship. It contains 34,000 cubic yards of masonry, and cost 30,000*l.* A third viaduct, at Denby Dale, 400 yards long and 109 feet high above a rivulet, is of timber, of great lightness of aspect. A branch line is nearly completed between Brockhole's embankment on this line and Holmfirth. It also contains some rather heavy works. None of the stations have yet been built.

THE IRON TRADE.—BIRMINGHAM.—The reduction of 1*l.* per ton in the price of iron has been generally adopted, and it now appears that many of the masters never sold at the advanced rate resolved upon at the January quarterly meeting. Some dealers are of opinion that it will be difficult to maintain even the present price, and that a further reduction may be expected at or before next quarter-day.

CARBONIC ACID GAS ENGINES.—In lately recommending Baron Von Rathen to try the condensation of carbonic acid gas in his locomotive air-bottles, generating it from such carbonates of lime as marble or chalk, we scarcely expected to hear so shortly of a definite invention for the very purpose. Such is the case, however; and it is proposed, in order to cheapen the process and render it all the more likely to be economically practicable, that the condensed or liquified carbonic gas, after the expenditure of its power in expulsion from the air-bottles or reservoirs, should be re-absorbed by quicklime, so as to be as ready for re-agency, with the help of sulphuric acid and the air-bottles, as ever; leaving sulphate of lime as a marketable residuum. It is calculated that, as a mere auxiliary, a steam-engine of 50-horse power, by aid of such a carbonic acid engine, would be equivalent to one of 95-horse power; and that, from the saving of fuel, both marine and locomotive engines could be worked with it to great advantage.

THE JEPHSON STATUE AT LEAMINGTON was inaugurated on Monday week by Mr. Serjeant Adams, at the ornamental temple in the Jephson gardens, erected for its reception. At a convivial meeting in the evening, Mr. Hollins, the sculptor, explained the reason of the temporary want of likeness in the features when the statue was got ready for exhibition at the Royal Academy, and defended the Committee and himself against objections made to the enclosing of it in a temple, where it had all the advantages of a preconcerted arrangement of light and shade.

NAIL-MAKING.—Mr. Moses Poole has obtained a patent for some improvements in machinery for making nails. The metal is passed between the edges of a top and bottom roller, to split it into rods of the requisite thickness, which are then passed between the edge of a second top roller and the other edge of the bottom roller, whereby they are formed into a succession of rectangular triangles. These triangular-shaped rods are then forced between a pair of vertical or horizontal matrices, to point them, and likewise a pair of cutters to separate them, and subsequently through a punching machine, by which the heads are formed. *Claim.*—The mode of arranging machinery for making nail-rods, by first splitting the metal and then shaping it. Making nails by means of the matrices in combination with the heading machine. The application of the machine last described.

NEW YORK AS IT IS TO BE.—We know nothing more frightful (says the *Daily News*) than to look at a plan of New York, and fancy what it will be when the whole island is built upon. Never was so noble a gift of nature so sacrificed to mathematical precision and utilitarian caprice. Let the reader imagine a dozen of Harley-streets, Baker-streets, and Edgeware-roads, all parallel to each other, and extending in a straight line from six to ten miles in length, without a Hyde-park, a Regent's-park, or a Hampstead intervening, and intersected rectangularly at unvarying intervals by a couple of hundred cross streets, all the ditto of each other, and he will have some notion of what New York is to be.

THE METAL TRADES PENSION SOCIETY held a general meeting, on 28th ult., at the London Tavern, for the election of six additional pensioners and other business. There are now 25 annuitants on the roll of this useful society, with pensions, as we understand, of twenty guineas each per annum. More than 200 names of new subscribers or donors appear in an appendix to the report, and 100 more are greatly desired before 1st August, to enable six more pensioners to be added to the list.

THE CORROSION OF IRON RAILINGS.—Where they are united to their sockets by lead, it may be lessened in the following manner:—The cause of the corrosion, as is well known, is the galvanic action which goes on between the two metals, through the medium of the water collected at the angle of juncture by capillary attraction. If, then, the lead, instead of being flush with the stone into which the iron is fixed, were to be levelled from the iron to the stone at an angle of about 60 degrees, all the water would drain off, and, consequently, the galvanic action would be stopped.

J. C. W.

THE CAMPANILE OF GIOTTO AT FLORENCE.—I remember well how, when a boy, I used to despise that Campanile, and think it meanly smooth and finished. But I have since lived beside it many a day, and looked out upon it from my windows by sunlight and moonlight, and I shall not soon forget how profound and gloomy appeared to me the savageness of the Northern Gothic, when I afterwards stood, for the first time, beneath the front of Salisbury. The contrast is indeed strange, if it could be quickly felt, between the rising of those grey walls out of their quiet swarded space, like dark and barren rocks out of a green lake, with their rude, mouldering, rough-grained shafts, and triple lights, without tracery or other ornament than the martin's nests in the height of them, and that bright, smooth, sunny surface of glowing jasper, those spiral shafts and fairy traceries, so white, so faint, so crystalline, that their slight shapes are hardly traced in darkness on the pallor of the eastern sky, that serene height of mountain alabaster, coloured like a morning cloud, and chased like a sea shell. And if this be, as I believe it, the model and mirror of perfect architecture, is there not something to be learned by looking back to the early life of him who raised it? I said that the power of human mind had its growth in the wilderness; much more must the love and the conception of that beauty, whose every line and hue we have seen to be, at the best, a faded image of God's daily work, and an arrested ray of some star of creation, be given chiefly in the places which He has gladdened by planting there the fir-tree and the pine.—*Ruskin.*

EAST ANGLIAN ARCHITECTURAL SOCIETY.—On Monday last, a number of the members of the East Anglian Architectural Society had an excursion, upon which occasion they visited Ely Cathedral, when the Rev. Mr. Boutell, of Downham Market, delivered a lecture on the various styles of architecture.

SKETCHES AND STUDIES FROM NATURE.—An exceedingly interesting collection of sketches and studies from nature by English painters, 239 in number, is now being exhibited by Mr. Hogarth, at his gallery in the Haymarket.

THE MARBLE ARCH.—In reply to some remarks by Mr. Osborne in the Commons, on the 'ways and means' to be voted for taking down the arch at Buckingham Palace, the Chancellor of the Exchequer confessed that where it was to be put was even yet not quite decided.

TENDERS

For Chiswick Station, South-Western Railway; Mr. W. Tite, Architect.

Grimsdell	£1,685
Jay	1,647
Lee and Son	1,600
Piper	1,594
Nicholson and Son	1,487

For Parsonage-house, Lower Tooting; Mr. D. Ferrey, Architect.

Nicholson and Son	£2,070
Smith	2,044
Piper	2,035
Higgs	1,994
Higby	1,893
Hicks	1,865
Kelk	1,810
Holland (accepted)	1,797
Carter	1,775

For St. Peter's Hospital, Wandsworth; Mr. Suter, Architect.

Nicholson and Son	£21,400
Knight	20,760
Lee and Son	20,352
Locke and Nesham	20,300
Curtis, R. and G.	20,244
Munday	19,973
Kelk	19,894
Costar	19,800
Ashby and Holmer	19,783
Grimsdell	19,422
Hicks	19,400
J. Wilson	18,955
Hayward and Nixon	18,870
Piper	18,743
Marsh and Colebatch	18,647
Jay	17,142

For the Judge's Lodgings, Aylesbury; Mr. E. B. Lamb, Architect.

Cooper and Davis	£2,317
Birkenshaw	2,194
Green (Aylesbury)	2,145
Bracher	1,993
Patrick	1,845
Burton	1,829

MEETINGS OF SCIENTIFIC BODIES

Held during the ensuing week.

TUESDAY, June 12.—Institution of Civil Engineers, 8 P.M.; Freemasons of the Church, 8 P.M.

THURSDAY, 14.—Royal Society, 8½ P.M.; Society of Antiquaries, 8 P.M.

SATURDAY, 16.—Institute of Fine Arts, 8 P.M.

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